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tion whether the \$5 denomination of that form of currency can be forced from the field. The act has certainly bettered matters greatly, the dangerous treasury note is being rapidly retired and the silver certificate given a definite field of circulation. The latter is virtually a token money, and now that Congress has acknowledged the principles of such money in the limitation of the amount and indirect redemption, it may circulate in the place provided for it without the dangerous influences at work in 1890-3. The currency as a whole is in a much better condition than at any time since 1860, and the reclassification now going on will tend to further improvement.

FRANK L. MCVEY.

UNIVERSITY OF MINNESOTA.

SAFEGUARDING OF FACTORY MACHINERY.

ALL civilized nations have enacted laws for the safety of working people who are employed around machinery, and every state in the union has some specific laws which refer to guarding of machinery. The beneficial effects of such legislation can best be observed in the efforts of mechanical engineers to devise means by which all points of danger to an operator of a machine may, as far as possible, be guarded, and the modern manufacturer, in this country at least, has shown great skill and ingenuity in solving this problem. He has been so successful that it is safe to say, safety guards, aside from being useful, today, are also an ornament to machinery.

Let us look at some modern laundry machinery. There we find that all gears and cogwheels are effectively shielded. The big steam mangle with its three pairs of large rollers has a roller guard in front of the feed roller, which makes it absolutely impossible for the operator's fingers to be caught between the heated rollers, and the top of the mangle is protected by an iron screen. This screen is there for the sole purpose to prevent the operator from reaching over the rollers if she should want to rescue a sheet which has been going the wrong way, or to straighten out a piece of fabric which got doubled up. The extractor has been provided with a foot brake, and the outside bowl is covered by a wire hood, and it is impossible to reach down into the revolving inner bowl as long as the same is in motion. The pressman in a modern printing establishment may work with a feeling of perfect safety around his press, for all gearings have been guarded by orna-

mental shields. Woodworking machinery, which is operated at high speed, has also received due attention. The old-fashioned wooden tables of jointers, shapers, and saws have been replaced by solid and smooth iron tables and their different mechanical devices for the purpose of guiding the operator in his work are safe and easy to handle. A great source of danger by the operation of circular saws has been eliminated or reduced by the adjustment of a steel splitter to the saw table, behind the saw. This splitter prevents the wood which is to be worked upon from binding on the saw; for if a piece of wood closes in on the saw it will be hurled back with great force, and numerous are the fatal accidents which in this way have occurred. Passenger and freight elevators have been provided with self-acting safety devices, which hold the cab securely to the sliding guides in case of a break of the cable, and the former chains and handbars on freight elevator landings have been giving way to automatic raising and lowering gates. Statistical researches ascribe fully 50 per cent. of all accidents to workmen on machinery, to exposed collar set-screws and unsafe shaft couplings, but the old-fashioned collar with its protruding, square-headed set-screws, and the shaft coupling with exposed bolt heads and ends, an eyesore to a mechanic, have been replaced by safety collars and couplings, and an up-to-date manufacturer of machinery would just as little think of turning out shaft collars and couplings of the old type as a Sunday-school teacher would of adopting the *Police Gazette* as a text-book for religion. It may be said that modern constructors of machinery have not spared energy and thought to make machinery as safe as possible without interfering with their utility, and they have done much towards reducing the chances for accidents to persons that have to work on such machinery. Today there is hardly any excuse for an accident caused by exposed collar set screws or shaft couplings with projecting bolts, and operators of establishments where such accidents occur should be held to strict account for the same. Safety collars and couplings do not cost any more money than the old-fashioned ones, and it is hard to conceive why their use has not become universal. Some machine shops which have no conception of the progress of times cling stubbornly to old customs, old practices and styles. They absolutely disregard the safety factor in the construction of machinery, and today as well as in former days they will turn out old-type collars and couplings.

The writer, some years ago, visited a new woodworking establish-

ment in a country town. The machinery, which had been bought from a large manufacturer, was, as far as safety appliances are concerned, in excellent condition, but the shafting overhead was equipped with collars and couplings of the old style, having ugly set screws and bolt ends sticking out. Upon investigation it was ascertained that the owners of the establishment had the collars and couplings made in their own foundry and machine shop. Another instance of careless mechanical construction was found in a small machine shop which builds gasoline engines for use in country grain elevators and on farms. The end of the crankshaft was sticking out beyond the hub of the flywheel more than eight inches. Its edge was sharp, with a keyway on its surface. The surplus end of shaft was of no use, and a source of danger.

The different labor bureaus and mechanical journals in the United States have for many years maintained an educational campaign with regard to safeguarding machinery, and the claim of ignorance can no longer be an excuse. Manufacturers of unsafe machinery, and machine shops which have no conception of modern safety devices, should be pronounced unfit to take care of our machinery.

JULIUS MOERSCH.

ST. PAUL.

COLLECTIVISM AND INDUSTRIAL DEVELOPMENT.

SOCIALISM, notwithstanding its very extensive literature, has hitherto been without an authoritative and comprehensive summary of its teachings, its economic basis, and its constructive program. Professor Vandervelde has proposed to fill this vacuum,¹ and his qualifications for the task are such that the work has been called the most valuable contribution to socialistic literature since Marx. As an original investigator, Professor Vandervelde has published, besides his recent works on the Agrarian question and the socialist movement in Belgium, several important contributions to social science. As undisputed leader of the Belgium movement, he is at the head of the best organized and perhaps the most successful socialist party of Europe. He embodies not only the breadth and experience of that movement, but is a confessed admirer of the Fabian Society, of English municipal socialism, and of the more liberal continental leaders. His work, though rather brief,

¹ *Le collectivisme et l'évolution industrielle* (Paris, 1900); published in translation as *Collectivism and Industrial Evolution* (Chicago, 1901).